

Good Afternoon Gentlemen, Thank You for allow us to speak on behave of Senate Bill 561. I am Richard Greiner, President of the Great Lakes Limousine Association. The GLLA is a group of Legally Licensed Limousine & Bus operators throughout the State of Michigan. Our mission is to Educate operators on the Laws of the State, and encourage All Operators to be in Compliant of those Laws.

To operate a Limousine in the State of Michigan the Vehicle must carry a minimum of 1 Million dollars of liability insurance. The minimum can go as high as 5 Million depending on the seating capacity of the Vehicle. The Vehicle must pass a Yearly Safety inspection by a Licensed State of Michigan Certified Auto Repair facility. The Company must have a Certificate of Authority issued by the Michigan Department of Transportation (M-DOT).

A Limousine transports "Pre-Arranged" Clients, and Can Not Solicit Clients off the street. A Limousine Company charges a Flat Rate, typically an Hourly Rate, and is a Non-Metered Vehicle.

We, the GLLA, were here in 2000 voicing Our concerns against changing the "Limo-Law" (MCL-Act-271-of 1990) and allowing a City with a Population of over 750,000 the ability to Regulate the industry over and above the State Law. We felt that this was nothing more than Duplicating rules.

Even though there is No City in the State of Michigan with a Population of over 750,000. We believe that the "Limo-Law" needs to be the Only Law. We Still Feel as We did in 2000. A City could Over Reach their authority.

We are here 11 years later to inform You We Were Right. I have several accounts of Blatant Disregard to the State Limo-Law preformed by the only City that currently has the ability to Regulate Our Industry.

One of Our Members picked up the Commissioner of the NHL from his plane at the Pontiac / Oakland airport. Brought him into the City of Detroit for a Meeting at the Renaissance Center, after the meeting the Commissioner returned to the same Vehicle that brought him into the City to return to his plane. As he got into the Vehicle, a Detroit Police Officer came up and instructed the Commissioner to get out of the vehicle, He would need to take a Taxi back to his plane. The Officer then wrote the Chauffeur 3 tickets. One for operating a Non-Licensed Vehicle in the City of Detroit, one for not having a "Public Vehicle License" (a City of Detroit Hack License) and the third for Not Having a "City of Detroit" Bond Plate on the Vehicle. The Driver and the Company took those tickets to Court. The Judge Dismissed all Three Tickets, and Noted No Laws Were Broken because the Pickup originated outside the City Limits.

The "Site Selection Committee of the Democratic National Convention" had Contracted Buses. Vehicles that are Regulated by the US-DOT, and are Larger than the size that the City can

regulate in mcl-Act-271 of 1990. As the Committee were boarding their Buses they were stopped by a Detroit Police Officer, and were told they would have to do their tour of the City in Taxi-Cabs because the Buses did not have a "Bond Plate" No tickets were issued. The Convention was held in Denver.

Another Member of the GLLA picked up a Non-English speaking Business Woman from Detroit Metro airport (in Romulus Michigan) brought her into the City of Detroit for a meeting. The meeting lasted 3 hours and she returned to the same vehicle that brought her to the meeting waiting at the curb. She got into the vehicle as a Detroit Police Officer walked up. The Officer opened the Door and had her exit the vehicle. He then walked her over to a Taxi for her ride back to the airport. The Chauffeur was then issued the 3 Tickets. He is still awaiting his day in Court. The Company lost its Affiliation from the Company that gave them the Job.

I Personally have experienced of getting a "Bond Plate" ticket in the City of Detroit. This was shortly after the City enacted the Limousine Bond Plate Ordinance. I was Driving a 16 Passenger Lincoln Navigator, (A Vehicle Larger than the "Limo-Law" allows a City to Regulate) I was at Joe Louis Arena waiting on my Clients to return from a Red Wings Game. I was only issued 1 Ticket, "Operating a Non-Licensed Vehicle" I had to take a Day off work, and go down to 36th District Court in Detroit. The Company that I was working for had to Pay an Attorney to represent us. We sat in the Hallway for a few hours only to be told that Ticket was Not Valid, and it was Dismissed. Then I was able to spend another hour waiting in line to get the Dismissal Letter from the clerk.

These are Only 4 examples of a Very Long List of a City Over Reaching its authority. There are Several instances of a Particular Detroit Police Officer that Over Reaches. When a Chauffeur tries to point they are operating within the Law, the Response from this Officer is, "This is My City, and I Make The Laws."

Duplicate Regulation does not work. Our Industry is already regulated by the State. For a Company to need to possess 2 authorities, go through 2 Safety inspections, and have its Chauffeurs carry 2 Drivers Licenses is wrong. Even when the Company has complied with the ordinance they are still getting Harassed.

If it is Revenue that a City is after, then they should enforce the State's Limo-Law. There are Many Limousine and Buses running without authority from the State. The Revenue generated by just one of these Vehicles can be as high as \$1,500. If the Clients are consuming Alcohol in the Vehicle the fines go even higher. Last summer I was at Comerica Park for the Kid Rock Concert waiting for my Clients. Detroit Police Officer came down the line of Limousine and Buses asking Chauffeurs to see a copy of their MVR (Motor Vehicle Record) I showed him mine. I then pointed out that the Bus parked behind me Did Not Hold an Authority from the State of Michigan. The Officer told me that he did issue the Driver for not having him MVR. I asked if he